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WRITING OFF GOODWILL.

The figures representing the value placed upon the goodwill of a business is a much discussed and frequently much criticised item in the balance sheet. We have heard it contended inasmuch as it is possible to be too sanguine but honest estimate of the worth of this asset, for an impression to be conveyed of a company's financial position as erroneous as if the accounts has been "cooked" that the Companies Act should contain a clause laying down some broad principle on which goodwill should be calculated. Conditions vary so much as between different trades and different firms that suggestion may be impracticable, but however this may be desirable, it is not a new idea. The writer's arguments tend to the conclusion that goodwill commonly diminishes in value so that the goodwill of a business bought ten or twenty years ago is not the same as it then was. A new value has been created, but the old one has been lost. He strongly favours the writing off of goodwill with all possible speed. In a review of the book in *Spectator's Journal*, Mr. Hartley Withers, the financial authority, examines the author's conclusions very carefully, and agrees that there is only one condition upon which goodwill has the right to appear as an actual asset when it represents the value of the company's present earning power and the price it might obtain for its goodwill if it chooses to sell. But he adds that "from the practical point of view, and as a matter of experience of the effects of good finance, there can be no doubt of the wisdom of the policy of writing down all assets to old iron value, and consequently of eliminating goodwill altogether from the balance sheet." It will be admitted, however, that the persistence of the firm frequently has this value; it enables a sound and old established concern which has temporarily fallen on hard times to give a better—and all things considered, a true idea of its position than if its tangible and immediately realisable assets only were shown.

MESOPOTAMIA RISING.

HOW OUR POSITION AT BAGDAD WAS ENDANGERED.

Despatches published in a supplement to *The London Gazette* last month, dealing with military operations in Mesopotamia up to October 1st, show that the tribal risings in that country at one period rendered our position at Bagdad highly dangerous. Following Turkish intrigues in the Mosul area attacks were made on the Bagdad-Mosul lines of communications, and General Haldane expresses the belief that these were part of a concerted scheme to subvert our authority in the Mosul province. Nightly meetings were held in Mosul to arouse the religious fanaticism of the neighbouring tribes.

It is believed the agitators hoped to bring about a simultaneous rising which would have led to the assassination of all Christians. Happily these attacks were all repulsed, but reverse to a British column in the following month, when the 2nd Manchester lost heavily, increased the gravity of an already serious situation. All the tribes in the vicinity of Hillah at once rose, as well as others, and the safety of Bagdad became a matter of concern to General Haldane. The city's defences were strengthened and a house constructed, measures which had a marked effect on the demeanour of the inhabitants. The subsequent operations which eventually resulted in the quelling of the risings were reported at the time, but it is now revealed by General Haldane that the concentration of his troops at Hillah was an operation on the successful issue of which he felt our tenure of Mesopotamia, and with it our position in North-West Persia, hung.

MOPLAH BISING.

125 AGAINST 4,000.

Further details about the Pookkottur fight show that early on the morning of the 20th August about 125 men (Police reserves and Levies) under the Command of Capt. MacEnroy proceeded from West Hill in motor cars and lorries towards Malappuram. On reaching mile 26 (Pookkottur) a large body of Moplahs, previously reported as numbering 4,000, armed with swords, guns and war knives, concealed in the adjoining paddy fields and trenches, surprised the detachment with a sudden fusillade from behind which lasted for some time. Our men traced their position and opened fire immediately, with the result that the mob made a frantic rush at them with knives, etc. While the fight was going on some Moplah snipers were firing sharply from the neighbouring trees, houses and paddy fields, while some of them stretched themselves on the ground and fired at our men. This continued for some time after which they rushed forward in spite of a terrible fire and there was a hand to hand fight in which Mr. Lancaster was wounded and died. Some hours later Private Tournay and Private Kennedy appear to have been shot by a sniper from a tree near the scene of fighting. Captain MacEnroy acted most gallantly and seems to have shot some snipers himself. The situation was then quieted and the detachment moved towards Malappuram. Obstacles had been thrown on the roads by felling an avenue of trees and placing huge boulders. Besides the three killed there were seven wounded, including Lieut. Macgonigal, and Horant Montague. A number of guns, swords and war knives were captured from the Moplahs about 400 of whom were shot dead. The fight lasted for about five hours.

THE SALVATION ARMY'S "OPERATIONS."

GENERAL YANG I-TSE'S FEARS.

A memorandum from General Yang I-tse to the Provincial Civil Governor for submission to the Ministries of Interior and Foreign Affairs, published on the 7th inst., is to the following effect: "Whereas foreign preaching in the Interior has been provided in the various treaties and while it is the explicit duty of the Police Administration to preserve peace and order, this Administration has never failed to extend protection towards the Missionaries such as from the Catholic Church, Protestant and Christian Missions have all enjoyed such protection as is stipulated in the treaties. But in the recent years there has appeared what is known as the Salvation Army, professing by name to be a religious institution for preaching, though on a closer examination, being organized entirely upon a military basis with a General, Colonels, Captains, Lieutenants and Commissioners. They are always in uniform and speak in the open air, gathering around them crowds of idle people. As to what religion they profess to teach and the ends to which they are working, they have never so far avowed. As it is forbidden by the law for the common people to cause disturbance under pretext of an existing army, this institution which is expressly organized upon a military basis is not to be considered as legal. And besides, there is not another mission that is known as an Army."

In Hsinan where are decent people as well as ignorant folk, trouble has to be expected always. If people who were meddlesome, observing how the Salvation Army was exempted from the law and copying their ways of lawlessness, find in them a precedent for unbounded liberty, when supported by the Police Administration, what might follow from this none can say. The Commissioner, being responsible for peace and order, is not in the position to ignore such a serious case. He has called a conference and had a thorough discussion with the Chiefs of Police Districts and Chiefs of Police Sections, who were unanimous in taking the view that if it were the ambition of the Salvation Army to preach their religion, then it ought to be known as a certain General, Yang I-tse, in no wise should they be distinguished as an Army, merely for causing trouble. This memorandum has accordingly been drawn up for submission to the Ministries of Interior and Foreign Affairs, to negotiate with the British Minister in Peking so that the Salvation Army might be induced to cancel its name as such and the ranks of General, Colonels, Captains, Lieutenants and Commissioners, giving up at the same time their uniforms. Then there would be a cessation of divergence between fact and name and of infinite trouble. In this connection this request is addressed for consideration."

GREAT OILFIELD DISCOVERED.

EXPLORERS' HARDSHIPS.

Mr. Cornelius Vanderbilt, jun., telegraphed to the *New York Times* from Victoria, British Columbia, on July 22nd, reporting the adventurous and plucky discovery of Howard Colley of Dawson, Yukon, who, with three other men, are credited with finding a greater oilfield 950 miles east of Yukon and 2,000 miles north of Victoria, containing the highest grade oil prospectors have even seen. Colley told Mr. Vanderbilt that the area of the field, which is now guarded by mounted police, is 100 by six miles. It is the largest field on the American Continent. Coal and shale also abound. Colley came back to Victoria after a journey of seven months into the North, and will report at Ottawa that he and his companions endured many hardships, and for six days lived on the flesh of dogs. Colley reports that the oil was not freezing when the thermometer registered below zero at midday, and ran as thin as boiling water. He describes the noise of the breaking up of the ice in the spring as worse than the firing of thousands of guns at the front. His party staked 10,240 acres for a group of prominent business men they represented, and surveyed the great field described by the Canadian Government. Before the party left the new El Dorado a stampede towards the field was commencing.—*Daily Telegraph*.

THE ECONOMIC COMMITTEE.

Sir Eric Geddes' Committee of Businessmen began work, on August 28th, meeting at Lord Incheape's residence, Glenapp Castle, near Ballantrae. Their task is to devise a method of saving £500,000,000 next year in addition to cuts of £700,000,000, tentatively promised by various departments. For this purpose a mass of information has been prepared by treasury officials and submitted to members of the Committee, who will hold a series of meetings in Scotland during the next six weeks returning to London in October to continue the work. They hope to report to the Premier before Christmas.

THE OLD STYLE OF CEMENT BIFOCALS

with their disfiguring and annoying dividing line has been supplanted by a new lens with two foci called Kryptok invisible bifocal lens. The upper portion of the glass for distance and the lower for reading, ground from one single piece of glass. The Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians—the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road, Central, manufacture this kind of invisible bifocal lens on all prescriptions in either regular or Toric form.—*Advertiser*.



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MATINEE PROGRAMMES

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5.15 p.m.—The KINGDOM of LOVE.

2.30 and 7.15 p.m.

FINAL EPISODE of VANISHING TRAILS.

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DR. H. T. HODGKIN, M.B., M.A.

WILL ADDRESS MEETINGS

As Under

* Wednesday, Oct. 5th, 1921 "THE NEW WORLD", City Hall, 5.30 p.m.

Chairman:—H. E. LT. GEN. SIR G. M. KIRKPATRICK, K.C.B., K.C.S.I.

Friday, Oct. 7th, 1921, "THE WAY OF HOPE", City Hall, 5.30 p.m.

Chairman:—DR. CLAUDE SEVERN, C.M.G.

Sunday, Oct. 9th "THE SALVAGING OF CIVILIZATION", Theatre, 9.15 p.m.

Chairman:—H. E. THE GOVERNOR.

* Tuesday 11th "THE REAL WORLD", Helena May Institute, 5.30 p.m.

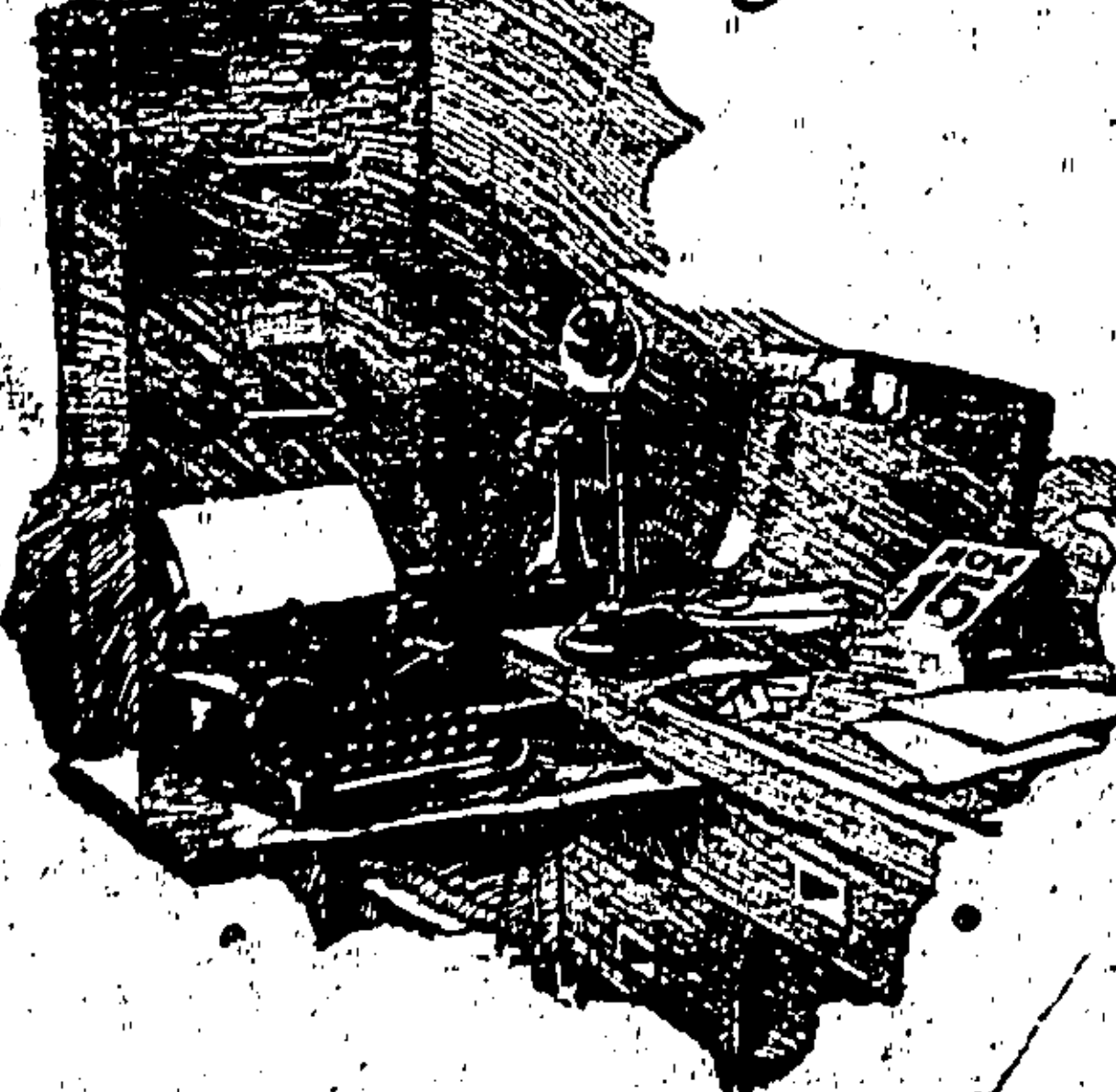
Chairman:—COMMODORE W. BOWDEN-SMITH, C.B.E.

* Meetings will last not more than one hour. Questions invited.

1544

CORONA

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AGENTS

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INTERPORT AQUATIC FESTIVAL.

HONGKONG WINS THE QUARTER-MILE.

Two more interport events were decided, yesterday, at the Aquatic Festival at the V.R.O. bath.

The 440 yards race provided an interesting contest, won by Johnstone (Hongkong) with a considerable margin. There were four entrants: E. A. Th. Siemssen and E. A. Brodie (Shanghai) and J. Johnstone and G. Jack (Hongkong). Out of courtesy to the visitors, who prefer bath swimming to the open sea, the race took place in the bath, although it involved 17 lengths and a bit over many turns in consequence. In the earlier lengths, Brodie made the pace for Johnstone. At 100 yards, Brodie touched first; at 150 yards Johnstone and Brodie touched together and thereafter Brodie fell back and the real challenge, Siemssen, took up the contest. At 200 yards, Johnstone was forging ahead and Siemssen was a good second. By the 13th length Brodie's special efforts, earlier, began to tell and he was labouring heavily. Johnstone, at this time, was still being kept "at full stretch" by Siemssen. At the 16th length, however, he began to show that he still had a reserve in hand; he began to increase the lead and when the 17th length was completed he had a substantial lead. A pole was then lowered, 15 yards back, to mark the finishing point. As Johnstone put his hand on the pole, Siemssen was turning at the top of the bath, making it a matter of certitude, and not of estimate, that Johnstone was the winner by 15 yards. G. Jack was third and E. A. Brodie fourth. Johnstone's time was 5mins. 38.2secs., and Siemssen's 5mins. 41.5secs.

THE RUNNER BEHEMOTH.

The Shanghai competitors exhibited excellent qualities in this contest: they had two places out of three. D. Laing (Hongkong) was first with 90½ points; J. B. Brown (Shanghai) second, 50 points; A. P. Goldman (Shanghai) third, 50 points; and G. Hall (Hongkong) fourth, 50 points. The other competitors were: E. A. Brodie and L. Goldman (Shanghai) and F. M. R. Pereira, T. L. Knight, A. Kitchell, M. A. R. Souza and W. Hyde (Hongkong).

Other events were as follows:—

Two LENGTHS HANDICAP (men),—1. V. Ramsay, 30.4secs.; 2. W. Gerrard, 31secs.

Two LENGTHS SCRATCH RACE (girls), under 14,—1. E. Bliss, 42.2secs.; 2. Ruby Chue, 43secs.

Two LENGTHS HANDICAP FINAL (boys),—1. A. May, 32.2secs.; 2. G. Ogilvie, 33.5secs.

Four LENGTHS HANDICAP, ladies.—First prize by the United Athletic Club,—1. Miss B. Bliss, 40.4secs.; 2. Miss M. Ramsay, 41.8secs.; 3. Miss B. Jennings, 42.5secs.

One LENGTH SCRATCH RACE, girls of 12 and under, 14,—1. Ruby Chue, 19.1secs.; 2. Thelma May, 20secs.

100 YARDS CHAMPIONSHIP OF H. M. FORCES (First prize by 2nd Bn., Wills Regiment).—First heat: 1. Pte. Alderman, 73.1secs.; 2. Br. Woods, 75secs.

Second heat: 1. Gr. MacDade, 71.1secs.; 2. Pte. L. Hurey, 76.4secs. Final to be contested to-day.

Two LENGTHS TEAM RACE, members.—Dr. Laing's team won in 2mins. 34secs.

Four LENGTHS OPEN HANDICAP,—1. A. Botelho, 87.1secs.; 2. J. V. Ramsay, 77.2secs.

Two LENGTHS HANDICAP (Navy and Army), in the final Br. Wood and Pte. Alderman swam a dead heat. They raced again; a protest was lodged because one of them started a second too soon. The judges gave their decision 1 Wood, 2 Alderman.

STOWAWAYS FROM MANILA.

A STRONGER DETERENT NEEDED.

Two negroes and seven Filipinos were charged, before Mr. G. N. Orme, at the instance of the Admiral Line, yesterday, with being stowaways on the *Hawkeye* State.

Inspector Spear said that he had been instructed by the American Consul-General to ask the Magistrate to pass an exemplary sentence in view of the frequency of these offences and the heavy expenses entailed on shipping companies in having to provide a return passage for the stowaways.

The Magistrate suggested that there might have been collusion between the defendants and some persons connected with the ship.

The inspector thought that in a spacious steamer like the *Hawkeye* State men could make their presence less noticeable by mixing up with the steerage passengers.

The Magistrate asked if it were not a more satisfactory arrangement, from the point of view of the steamship companies, to send back stowaways to their port of embarkation to be dealt with by the authorities there. The publicity thus secured in that locality would be effective as a deterrent.

Sentence of six weeks' hard labour was passed in each case.

H.R.H. THE PRINCE OF WALES.

DATE OF VISIT TO HONGKONG.

A telegram has been received from the Secretary of State for the Colonies stating that H.R.H. the Prince of Wales is expected to arrive in Hongkong in H.M.S. *Renown* on the morning of 8th April, 1932, and that he will leave on the morning of the 8th of April.

COMPANY MEETING.

DOUGLAS STEAMSHIP CO., LTD.

The thirty-fourth ordinary general meeting of shareholders of the Douglas Steamship Co., Ltd., was held, yesterday.

Mr. H. P. White presided, and there were also present Messrs. D. G. M. Bernard and A. O. Lang, consulting committee; Mr. G. E. Gomes, secretary; and Messrs. H. R. B. Hancock, F. J. Gill, Chun Tong, and Chun King Yue, shareholders.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen.—The report and accounts having been in your hands for some time, I will with your permission take them and the report of the auditors as read.

I regret that we are not able to lay before you a more favourable statement, but our trade has suffered in common with the general and universal collapse in shipping businesses and the depressed state of the Eastern charter market has tended to increase the number of steamers competing on the Coast with the regular lines; while the sudden and sensational increase of 25 per cent in the price of liquid fuel referred to in the report was responsible for a heavy addition to the running expenses of the *Hailing* necessitating the reconstruction of her furnaces for the use of coal. But for this additional expense, the result of the year's working would have made a much better showing. The *Hailing* has undergone extensive alterations to her boilers and furnaces during the year, which have resulted in a very marked reduction in her coal consumption.

While China is still in such an unsettled political condition or until general trade improves, it is difficult to regard prospects for the future with anything approaching optimism, but it may interest you to know that the steamers engaged on our regular line are earning their fair proportion of the freight that is offering and that there is probability of an appreciable curtailment of working expenses during the year.

I trust the proposed distribution of profits and the transfer of a sum from the Reserve Fund to cover the cost of special repairs that do not rightly come under the heading of ordinary upkeep will meet with your approval, and after the adoption of the report and accounts has been proposed and seconded, I shall be pleased to answer any questions that shareholders may wish to ask. I propose that the report and accounts as presented be adopted.

Mr. H. R. B. Hancock, who seconded the motion, said that with reference to the Chairman's remarks regarding the operation of the Company's steamers during the past year, considering the world-wide depression in shipping he did not think they should be unduly pessimistic, for so long as they could hold their own in abnormal times they could confidently look forward to a return of more favourable conditions when the tide turned.

The motion was carried unanimously. Mr. Chun Tong proposed that Messrs. D. G. M. Bernard, W. E. Clarke and A. O. Lang be re-elected as members of the consulting committee for the ensuing year.

The motion was seconded by Mr. Chun King-yue and carried unanimously.

Mr. Hancock proposed that Messrs. A. R. Lowe and C. Bernard Brown be elected as auditors for the ensuing year at a remuneration of \$500 each per annum.

Mr. Chun Tong seconded the motion which was carried unanimously.

The Chairman: That concludes the business of the meeting, gentlemen. I thank you for your attendance. Dividend warrants are now ready and may be had on application.

COST OF THE COAL DISPUTE.

Sir R. Horne answering in the House of Commons Mr. Purchase, said that in ascertaining the cost of the coal dispute it was necessary to add to the figures he had given in a previous answer certain items included in the supplementary estimates.

The total he previously gave was £18,855,000.

To that there must be added, Ministry of Labour, 850,000.

Deficiency of net receipts of railway companies, due to the coal stoppage and to increased trade depression, 13,500,000.

There would also be a loss, which it was not yet possible accurately to estimate, in connection with the importation and sale of foreign coal.

With regard to unemployment pay, the amount directly due to the coal dispute could not be calculated with certainty. On the assumption, however, that if there had been no coal dispute the level of unemployment from April to July would have been the same as in March, it had been estimated that the amount of unemployment pay distributed showed an increase due to the coal stoppage of £13,000,000.

It had been estimated that the volume of export trade during the period of the stoppage was less than might have been expected by some £20,000,000 or £30,000,000.

He wished to emphasise that the above figures represented the cumulative effect of many conditions, the most important of which was no doubt the coal stoppage. It would be, however, misleading to ascribe the total effect to that single cause.

THE SHANTUNG PROBLEM.

HELPING THE GOVERNMENT TO A DECISION.

(ASIAN NEWS AGENCY.)

PEKING, September 23rd.

Up to the time of writing, with the exception of Kwangtung, which is controlled by the Kuomintang party under Dr. Sun Yat-sen, who does not recognize the existing Peking Government, communications have been received from all sorts of public organizations, private societies and leaders of political parties, and also Chinese residents in foreign countries, relating to the settlement of the Shantung issue between China and Japan. The majority of the replies oppose any direct negotiations between Peking and Tokyo, basing the refusal upon alleged Japanese insincerity about the retrocession of Kiaochow to China, and the senders also discover danger in the control of railways and iron mines in Shantung by creating a second South Manchuria for Shantung.

The Government is preparing a reply to the Japanese Note which will be delivered to the Japanese Legation in the course of a few days. The Government will give a minute description of the Chinese political and other conditions, which prevent any direct negotiation between the two countries. The most serious obstacle lying in the way of direct negotiation is the apparent complete confidence of the Chinese leaders and others in the coming Pacific and Far Eastern Conference in Washington, but it is a fact that there are many well-educated Chinese intellectuals, Government officials and publicists who, in view of the international situation, are in favour of a Sino-Japanese compromise, chiefly because it is wrong to expect the Powers to entirely share Chinese viewpoints in the solution of the Shantung problem during the coming Washington Conference.

CONDITIONAL NEGOTIATIONS.

PEKING, September 23rd.

It is reliably reported to-day that after the receipt of internal communications from London and Washington, in spite of the strong opposition of the majority of the Chinese people, the Foreign Office will communicate with Mr. Otaga, suggesting the opening of conditional direct negotiations. That is to say, the Government will proceed to discuss the Shantung question with Japan until the convocation of the Washington Conference when negotiations will be stopped if there is no result, and then the whole question will be laid before the United States and the Powers for their final adjustment. In view of the international situation, it seems this is the best way the Peking Government can adopt. The demand for ignoring the Japanese note has been made by people who are not following the international situation sufficiently and its rejection at the present juncture will hurt China's cause enormously abroad.

RAINFALL DURING SEPTEMBER.

The following is the rainfall during the month of September as recorded at the Botanical Gardens:—

Date	Inch
1st	.17
2nd	.20
3rd	7.75
4th	2.03
5th	4.03
6th	.55
7th	.11
8th	.20
9th	.05
10th	.11
11th	.04
12th	.05
13th	.05
14th	.—
15th	.—
16th	.—
17th	.25
18th	.—
19th	.—
20th	.11
21st	.—
22nd	.05
23rd	.—
24th	.—
25th	.—
26th	.—
27th	.—
28th	.—
29th	.—
30th	.—
Total	15.77 inches

CHINA INLAND MISSION.

The review of the year 1930 presented by the China Inland Mission is a brief record of courageous work under distressing conditions. In the districts over which the Mission staff of 1,110 is distributed at 248 centres with 1,000 substations there has been every element of social and political trouble. The winter was one of the severest on record; vast areas were stricken with famine, an earthquake devastated other districts, with a loss of life variously estimated at 100,000 to a million, apart from the founded and destitute; civil strife fostered disorder and brigandage, while plague, cholera, and persecution have prevailed in many places. The Mission had an advance in income from 215,217 in 1919 to 215,116 in 1930, but the loss on exchange, which reached its highest point during the year, more than counterbalanced the increase. The work has been maintained by personal sacrifice, delaying furloughs and holding over expenditure wherever possible.

The following is from a bulletin issued by the Delta News Agency (Russian):—The dissolved Famine Relief Committee, which received from the Soviet Government 50,000,000 rubles, has done nothing during its existence and can give no account of the money spent.

HONGKONG VOLUNTEER DETACHMENT CORPS.

ORDERED BY LIEUT. COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.

TRAINING.

The training season will commence on Monday, October 3rd, in accordance with training programme issued previously.

PARADE.

The Corps' "Reserve Company" will parade as "strong as possible" on Monday, October 3rd, at Volunteer Headquarters, at 5.30 p.m.

Dress: Khaki jacket, shorts (Scottish Company), kilts without aprons), helmets, puttees, black boots.

Web Equipment: Belt, braces, and pouches, rifle and sidearms.

Leather Equipment: Belt, pouches and bandolier, rifles and sidearms.

Machine-gun Section carry revolver and holsters.

DRILL.

For Trained men, Machine and Lewis gunnery programme of training.

Recruits at Headquarters every Monday, at 5.30 p.m.

Recruits at Kowloon Docks every Friday, at 5.30 p.m.

Dress for recruits drill, plain clothes.

Trained members of the Engineer Company are required to attend four Infantry parades in addition to the Electric Light Runs.

Dates of which will be published later.

SHOULDER TITLES.

The new Shoulder Titles are now ready for issue and may be obtained on application at Headquarters.

MUSKETRY.

Part I. Annual Musketry Course, will be fired by those members of Reserve Company and Mounted Infantry Section who have not yet fired on Sunday, October 2nd, on King's Park Range, commencing at 10 a.m.

Dress: Plain clothes.

Officer for duty: Lieut. G. M. Dodwell.

CADET COMPANY.

The Company will parade at Headquarters on Monday, October 3rd, at 5.30 p.m. All N.C.O.s. and cadets must attend.

Dress: Full drill order with carbine.

G. F. E. RABSON, B. Major, Adjutant, H.V.D.C.

Hongkong, September 30th, 1931.

COST OF BRITISH NAVAL SHIPS IN COMMISSION.

The current number of *The Navy* publishes some interesting figures, showing the cost of maintaining various types of warships in full commission. A battleship of the Royal Sovereign type runs into £400,000 for every year of service with the fleet; a battle cruiser, £351,550; a light cruiser, £180,100; a destroyer of the V class, £240,075; and a submarine of the L type, £26,915. These sums are for direct charges in the way of pay, provisions, stores, armament, and normal repairs. In addition, there are non-effective liabilities, which average about one-eighth of the amounts given above.

We thus find that the nine battleships of the Atlantic Fleet are costing something approaching £4,000,000 a year to maintain at full strength. The battle cruiser force, including the *Renown*, works out at about £1,800,000. The various light cruiser squadrons account for approximately £2,150,000. Destroyer forces cost at least £2,200,000, and the submarine flotillas £250,000. Probably by an oversight *The Navy* has omitted to include the Mediterranean Battle Fleet in its calculation, and on the ratio of the computation for the Atlantic Fleet we may put the maintenance of this force at about £2,750,000. It is only reasonable to point out, however, that the heavy items of pay, wages, and allowances which are included in the total of full commission cost would be going on even if the vessels were reduced to reserve, since we must necessarily continue to keep up an adequate personnel.—*Naval and Military Record*.

IMPERIAL PRESS SERVICES.

RATES APPROVED BY OVERSEAS PREMIERS.

A meeting of the Special Conference was held at the Colonial Office at 12 noon on July 15th. Mr. Churchill was in the chair, and the overseas representatives present were:—Mr. Hughes, Mr. Massey, Mr. Ballantyne, Sir T. Smart, Colonel Montz, and Mr. Sastri.

The Committee considered the representations made to it at previous meetings by a deputation on behalf of the Empire Press Union and the Newspaper Proprietors' Association, and the following resolution was passed:—

The Committee has considered the representations made to it on July 13th and 14th on behalf of the Empire Press Union and the Newspaper Proprietors' Association.

The Committee agrees with the resolution passed at the second Imperial Press Conference held at Ottawa in 1920, that any assistance given by the Governments of the Empire towards the reduction of rates for Press services by wireless and cable should appear specifically in the Estimates of public expenditure, and should be so directed as not to affect the quality of the news service supplied or the freedom of the newspapers so served.

The Committee is in full sympathy with the object of reducing rates, both by cable and wireless, for Press messages, and recommends the most favourable examination by the Government concerned of any practicable proposals to this end.

FACTS THAT SHOULD INTEREST YOU!

THERE IS AN OLD SAYING THAT "AN OUNCE OF FACT IS WORTH A TON OF TALK."

CARPETS ARE DOWN IN PRICE, AND WE TAKE THE LIBERTY TO BRING THIS TO YOUR NOTICE. HERE ARE A FEW CONCRETE EXAMPLES.

SEAMLESS AXMINSTER CARPETS

1st QUALITY	SIZE 15-0	12-0	8300	8375
2nd	13-1	9-10	8250	8300
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ALL ONE QUALITY	SIZE 3 x 3	3 x 3 1/2	3 x 4	TO-DAY	OLD PRICE
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				\$140	\$175
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HONGKONG

NEW RECORDS

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REELS,

EIGHTSOME & FOURSOME,

ETC.

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ANDERSON'S

Powell

TELEPHONE 3148.

—101—

TAILORING DEPARTMENT.

We have received a smart selection of

AUTUMN and

WINTER SUITINGS

in

FLANNELS, CHEVIOTS, HOMESPUNS,

SERGES, &c.

These have been marked at competitive prices. There are Suits for \$55.00, sports Coats \$27.50 which we guarantee in style and fit.

SEE WINDOW.

INTIMATION

INTIMATION

The Volunteer training season begins on Monday. Orders by Lieut.-Colonel L. G. Bird, D.S.O., the Administrative Commandant, appear in our advertisement columns.

It is interesting to compare the British figures with the returns from other countries. In Switzerland, for instance, the population increased by 3.4 per cent. in ten years, but the increase in the previous decade was 13.3 per cent. The population of France (including the three regained provinces) was 39,184,550 on March 6th this year, a decrease of 5.5

Per cent. since the previous census, when the figures were 41,478,373. Sweden, where the population is 5,904,392, increased by 8.7 per cent. in the ten years, while Japan, with 56,000,000 inhabitants, increased by 13 per cent. since 1906.

Recent figures for the United States of America, 1,105,710,000, show an increase of only 14.9 per cent., compared with an increase of 21 per cent. in the previous decade. In the latter case the decline is doubtless attributable to reduced immigration from Europe during the period of the war.

Adverting to the returns for England and Wales, it may be noted that what is termed "one of the direct legacies of the war," which the census returns of 1931 demonstrate is the increased preponderance of females over males, the excess amounting to 1,720,809, as compared with 1,179,278 in 1911. In both cases, of

course, the male population excludes the members of the Army, Navy, and Air Force and of the Mercantile Marine who were out of the country on the census night. The preponderance corresponds to a ratio of 2,000 females to 1,000 males; and this proportion of females is the highest ever recorded, and stands out in strong contrast to any of the earlier records. If we add to the foregoing total the figures for Scotland, we get a total excess of females over males in Great Britain amounting to close upon 1,000,000.

Another interesting feature revealed by the census returns is the proportion of women to men Parliamentary voters. They show that in England and Wales there are 7,478,106 women voters and 1,189,617 men voters.

The census statistics for London exhibit the same features as mark the collective returns for the whole country. There were in Greater London 7,479,168 persons, an increase of only 3.1 per cent., compared with 10.2 in the preceding intercensal period. The greatest proportional increase is shown in Kingsbury—38.7 per cent. The administrative County and City of London show a decline in population of 28,348, the total being 4,33,245. The greatest rate of increase is shown in the City, where a

by 30 per cent. The inhabitants of the district of London which shows the greatest rate of increase (16 per cent.) Stepney the largest decrease (11 per cent.).

feature is that they give a total which is the largest ever recorded in Great Britain. In a century the population of Great Britain has increased from 12,000,000 to 37,885,242. This growth, a feature common to most European countries, is the result of the fact that the birth rate has remained high, while the death rate has fallen.

and Asiatic countries, has forced on the world economically changes of far-reaching importance which in their turn have created new problems which it will be the business of coming generations to solve. There are large tracts of the earth practically unoccupied. The recent returns of the Australian Commonwealth, while they show an increase of nearly a million, still show but 4,288,009 people occupying that continent. New Zealand, excluding the Maoris, had a population of 1,218,270, and the Union of South Africa had a European population of 1,521,036. The growing congestion in Europe must inevitably result in a large emigration movement to these countries in the coming century.

Secretary of State has appointed
B. H. Mellon to the post of Second
Officer of the port of Hongkong.

Indo-China S.N. Co., Ltd. give notice of their intention to roll the ship *Yannii*, which they have

ly, acquired, the Mustang. 15 de

[illegible]

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

September 30th. 9.30 a.m.
Typhoon in about 128 deg. Long. E.
15 deg. Lat. N., moving N.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

September 30th. 9.30 a.m.
Typhoon in about 128 deg. Long. E.
15 deg. Lat. N., moving N.

GREECE TO SUE FOR PEACE:

SERIOUS CONDITION OF COUNTRY.

RISE IN THE SUDAN:

LED BY FANATIC LEADER.

MOPLAH TACTICS:

WORK BEFORE MILITARY AUTHORITIES.

LATEST CABLES.

[THROUGH RUSSIA'S AGENCY.]

GREECE TO ASK FOR PEACE.

HER SERIOUS POSITION.

LONDON, September 30th.

The Daily News learns on high authority that Greece is approaching the Komalists with a view to peace. It is expected that King Constantine will confer with foreign diplomats, as Komal Pasha has so far declined to deal direct with Greek representatives. The serious position of Greece is reflected by the financial situation, which is going from bad to worse.

SUDANESE RISING.

OF A PURELY LOCAL CHARACTER.

Khartoum, September 30th.

The fanatic Abullah el Soghayer collected a following and attacked Nyala, South Darfur, on September 30th. Mounted infantry and police repulsed the attack. The tribesmen lost heavily. Abdullah is reported to have been killed. Mr. Monnill, of the Sudan Civil Service, Captain H. Chown, of the Army Veterinary Corps and attached to the Sudan Government, and three civil employes were killed. The rising was purely of a local character, and had no political significance. The situation is well in hand.

THE RUSSIAN FAMINE.

DENMARK STOPS RELIEF MEASURES.

COPENHAGEN, September 29th.

Denmark has suspended Russian famine relief measures in consequence of the refusal of the Soviet to afford adequate control in distribution.

RUSSIAN PEASANTS' HEROIC EFFORTS.

LONDON, September 30th.

Despatches from Saratoff describe graphically the stubborn fight being waged against the famine. It appears that the great movement of people from their homes to places where they hope to find food falls into three main streams, namely, towards Siberia, the Ukraine and Turkestan.

Peasants are making heroic efforts to overcome the success of next year's crops. The difficulty in finding animals for ploughing is extreme. Horses are dying fast, owing to a fodder famine. Camels have been introduced to the East of the Volga with great success, as they are able to subsist on thistles and weeds. But where neither camels nor horses are available, peasants are turning the soil with spades, working far into the night by the light of lanterns in their anxiety to complete the winter sowing before snow comes.

EARLIER CABLES.

COAL AGREEMENT DISPUTE.

ATTITUDE OF MINES DEPARTMENT.

LONDON, September 29th.

A deputation of South Wales coal owners discussed the misunderstanding, as to the interpretation of the agreement with miners, with the Mines Department, after which the latter issued a statement adhering to their interpretation of the settlement, but intimating that the Government was willing to refer the question to the chairman of the National Coal Board for decision.

HUNGARY OBSTINATE.

PREPARING FOR RESISTANCE.

LONDON, September 30th.

In view of the report that Hungary proposed to call up a fresh class of 20,000 men, the Ambassadors Council has informed Hungary that this will not be permitted.

ARGENTINE LOAN.

New York, September 29th.

The Argentine loan has been fully subscribed.

LATEST CABLES.

ECONOMIC BLOCKADE.

LORD ROBERT CECIL'S RESOLUTION.

GENEVA, September 30th.

The Assembly has adopted the report of the Sixth Committee containing the resolution drafted by Lord Robert Cecil, urging the appointment of an international blockade committee, with power to summon experts with the object to advise the Assembly upon the application of the economic penalties against States infringing the Covenant.

The resolution urges that the committee should not exceed eight members, at least half of whom being representatives of States which are not entitled to the membership of the Council of the League.

UPPER SILESIAN PROBLEM.

POLISH AND GERMAN WORKMEN'S DEMAND.

BERLIN, September 30th.

Polish and German workmen, waiving their differences, have united in a joint demand for compensation for loss of work incurred through the German-Polish fighting last May, and are threatening a general strike unless the Inter-Allied Commission or employers surrender.

Demonstrations have been held at Oppeln, Kattowitz and Butten, in which a quarter million workmen of both races, passed in a procession together. The Allied Commissioners are sympathetic, but declare that they have no funds. The employers say that they have suffered such losses through the insurrection that it is impossible for them to grant compensation.

NEW YORK TRAFFIC PROBLEM.

RECOMMENDATION OF COMMISSION.

New York, September 30th.

The State Transit Commission appointed to investigate the tangled finances of the New York City Tramway, Elevated and Underground railways, recommend municipal ownership.

U.S. UNEMPLOYMENT.

OFFICIAL ESTIMATE.

WASHINGTON, September 30th.

The statistical committee of the Unemployment Conference has estimated the number of unemployed between three and a half and four millions.

EARLIER CABLES.

THE IRISH IMPASSE.

GOVERNMENT'S SUGGESTION FOR CONFERENCE.

LONDON, September 29th.

Mr. Lloyd George's reply to Mr. de Valera was despatched this morning.

GOVERNMENT'S FUNDAMENTAL POSITION.

LONDON, September 29th.

The Government's reply to Mr. de Valera reiterates that the Government's fundamental position is vital to the Empire's existence. He invites Sinn Fein to a conference in London.

Mr. Lloyd George has replied to Mr. de Valera reiterating the uselessness of a future interchange of argumentative communications, and emphasizing that the Government's position is unalterable, but invites him to a conference in London on October 11th, "where we can meet your delegates as spokesmen of the people whom you represent."

FRENCH AMBASSADOR'S VISIT.

PARIS, September 29th.

The papers express satisfaction at the splendid reception given in Liverpool to the French Ambassador to Great Britain, who paid the Cotton Produce Exchange's business section a protracted visit. Everywhere his Excellency was warmly greeted and acclaimed.—Havas.

LATEST CABLES.

BRITISH SAILORS' PROTEST.

AGAINST EMPLOYMENT OF CHINESE CREW.

MANCHESTER, September 30th.

A meeting of five hundred British sailors strongly protested against the action of certain British steamship owners, who bought two steamers in Manilla and propose to engage a Chinese crew.

The sailors consider that, in view of the commercial crisis and resulting unemployment, employers should give their own nationals preference in regard to work. Therefore, they call upon the owners to engage a British crew.

THE MOPLAH RISING.

VIEWS OF MADRAS MILITARY AUTHORITIES.

LONDON, September 29th.

The India Office states that the military authorities in Madras take a rather serious view of the strong resistance of the Moplahs, which may entail a more vigorous campaign.

Recent actions show that the rebels have adopted guerrilla tactics. Plunder and terrorization by armed gangs is getting stronger, and their numbers are increasing.

THE "GLENOGLE" IN COLLISION.

NO ONE INJURED.

ANTWERP, September 30th.

Nobody was injured in the collision between the Glenogle and the Eydom. The latter returned to Antwerp.

EARLIER CABLES.

STRUCK BY HOLLAND-AMERICA LINER.

ANTWERP, September 29th.

The Holland-America liner Eydom collided in the Scheldt with the British steamer Glenogle, bound for China and Yokohama. Both were badly damaged. Two of the Eydom's crew are reported to have been killed.

LEAGUE OF NATIONS.

WHITE SLAVE CONVENTION.

GENEVA, September 29th.

The Assembly overwhelmingly adopted the report of the committee regarding traffic in women and children embodying the text of the new Convention. Moving the report, Prof. Gilbert Murray (South Africa) urged that States which have hitherto withheld their signatures should accede to the Convention, which would deal a death-blow to the vilest form of criminal exploitation. Britain warmly supported the report. France favoured shelving the matter for two months.

ECONOMIC SANCTIONS.

ALLIED DIFFERENCES SETTLED.

LONDON, September 29th.

The raising of the economic sanctions means disappearance of the Customs barrier which for six months has economically divided the occupied districts from the rest of Germany.

Anglo-French differences on the subject of the method of checking Germany's issue of licences in order to prevent discrimination against Allied products was settled a week ago, and Allied and German experts will now meet to determine how control of the licences can be carried out by the Inter-Allied Commission.

VENICE INCIDENT.

ITALIAN AMBASSADOR TENDERS REGRETS.

PARIS, September 29th.

The Italian Ambassador called on the French Premier to convey the Italian Government's regrets at the incident which attended the recent visit of the French mission to Venice, when a handful of rowdies hooted the mission.

M. Briand answered that a paltry incident can in no way interfere with the cordial relations between France and Italy.—Havas.

NEW POLISH PREMIER.

DEFINES HIS POLICY.

WARSAW, September 29th.

Speaking in Parliament, the new Premier, M. Ponikowski, stated that Poland was prompted only by a sincere love of peace and concord, and that she will co-operate with the Western Powers in their pacific endeavours. The Premier added that the alliance with France, which enjoys the people's unanimous support, is precisely directed to that end.—Havas.

ALBANIA'S INTEGRITY.

ITALY'S "SPECIAL INTERESTS."

PARIS, September 29th.

The Ambassadors Council devoted special attention to the Albanian question today. It is the belief that the Council expressed themselves in favour of Albania's political and territorial integrity, but recognised Italy's special interests.—Havas.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL."]

MR. ROCKEFELLER'S TOUR.

COMING VISIT TO HONGKONG.

SHANGHAI, September 30th.

Mr. John D. Rockefeller, Jr. and party leave for Manila, Hongkong, Canton and other Southern places to-morrow. Mr. Rockefeller, interviewed, spoke highly of what he had seen of the Chinese and their institutions.

Mr. Walker, Standard Oil manager in Hongkong, will direct the party in the South.

DEATH OF CELEBRATED SINOLOGUE.

DR. JAN DE GROOT'S CAREER.

BERLIN, September 29th.

The death is announced of Dr. Jan de Groot, Professor of Chinese Language and History and Director of the Sinological College of the University of Berlin, who was born at Schiedam and studied Chinese at the University of Leyden. He spent six years in the Far East, including Java, Borneo and China. Formerly Professor of Chinese at the University of Leyden, the deceased was the author of a number of works, including an English book on the religious system of the Chinese, to which he owes his reputation as a sinologue.

DUTCH COMMUNIST PARTY.

LEADER JOINS EXTREMISTS.

ROTTERDAM, September 29th.

The Dutch Communist Party has been definitely split. The leader, Mynheer van Leuven, has severed his connection with the party and joined the extremist section of the Communists.

WORLD'S CHESS CHAMPIONSHIP.

CAPABLANCA ACCEPTS CHALLENGE.

ROTTERDAM, September 29th.

Senior Capablanca has accepted the challenge of Rubinstein to defend his title of world's chess champion.

ARBUCKLE CASE.

SAN FRANCISCO, September 29th.

Arbuckle has been released on bail of \$5,000 in respect of the charge of manslaughter.

A dozen women rushed to shake the hand of the smiling comedian, whom his wife accompanied.

NEW ALTITUDE RECORD.

AMERICAN AIRMAN'S FEAT.

DAYTON, O., September 29th.

Lieut. Macready flew to a world's record height of 40,800 ft. on a Lepore biplane. He formed on the oxygen tank at 30,000 ft., but the airman pressed on till the engine cut-out, when he glided down and landed unscathed.

PARIS FIRE DAMAGE.

PARIS, September 29th.

The Printemps building has been entirely destroyed. The damage is estimated at fr. 80,000,000.

FEWER BRITISH TERRITORIALS.

INVASION DANGER AT A MINIMUM.

The War-office announces that the number of battalions required to furnish the infantry brigades of the Territorial Army has been definitely fixed at 108, giving a total peace establishment for infantry of 4,704 officers and 314,210 other ranks.

Prior to the war the infantry brigades comprised 208 battalions, of which 40 were required for coast defence and lines of communication. The strategic situation as modified by the war having reduced the danger of invasion to a minimum it has been decided to entrust the coast defences to the Royal Garrison Artillery and Royal Engineers.

This procedure was anticipated in the scheme for the reconstruction of the Territorial Army undertaken in the spring of 1920. Of the 40 infantry battalions which were surplus to the organization provided for in the reconstruction scheme, 18 have accepted conversion into technical units, or been practically suspended. The remaining 22 have been temporarily retained as Army troops, but in view of the urgent need for economy in the matter of administration, it has now been decided to absorb them into the divisional organizations. In selecting the units to be amalgamated, regard will be had as far as possible to the wishes of the Territorial Force Associations, which are in close touch with local conditions, and the arrangements for amalgamation will be such that each battalion will be able to preserve its identity by wearing its own distinctive badges and uniform in the amalgamated battalion. Normally where two battalions are amalgamated each will be represented by two companies.

The total saving to be effected under these arrangements is approximately £280,000 per annum.

OUR LONDON LETTER.

THE "D.O.T." AND THE ECONOMY CAMPAIGN.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 31st.

THE KING IN SCOTLAND.

During his sojourn in Scotland it is the King's intention to spend a good deal of time deer-stalking. This is a form of sport in which King George excels, for he is as expert with the rifle as with the gun. His Majesty is considered to be one of the five best game shots in Europe, the names of the others being Prince Duleep Singh, whose home is in Paris, Lord Ripon, Lord Walsingham, and Mr. R. Rimington-Wilson, the well-known Sheffield magnate. There is some speculation whether the King will beat his fine record of 1000, when in one week's stalk he accounted for 18 stags, averaging 14 stone, out of a total bag of 22.

THE PRIME MINISTER'S SPEECH.

Mr. Lloyd George scored a great success in his speech in the House of Commons before the rising of Parliament when he dealt with the Irish peace negotiations, and in essence was persuasive to a degree. Nobody who heard the earnestness of the desire of British Ministers to reach a settlement with Sinn Fein. The Premier's moderation was in remarkable contrast to the Lord Chancellor's treatment of the same subject in the House of Lords. Lord Birkenhead seemed to forget that, in the tense atmosphere of the negotiations, anything that could be construed as provocative would possibly wreck the proposals. But the Die-hard Unionists in the House of Lords are like the Bourbons on their return from exile—they have learnt nothing and have forgotten nothing.

THE DANGER OF SECURITY.

The insistent demand for a reduction of staffs in Government Departments and around Whitehall is one of the chief features of the economy cry in the Press and at by-elections. But even a Civil servant will turn. Some of them have been writing exceedingly able letters to the Westminster Gazette pointing out that it is not unalloyed joy to be in the employment of the State. The critics make great play of the fact that the Civil servant is immune from the danger of dismissal which dogs the footsteps of workers in other spheres. Having passed an examination and obtained their job, they are safe for life, with a pension to follow the sunset of their days.

One of the much-criticized class, however, in the best reply I have read in connection with the controversy, declares that security of tenure is not everything. A Civil servant is sheltered from the danger of unemployment, it is true, but he often has to endure seeing men promoted over his head in his own Department. "Security is the safeguard of the moderately competent," is the considered verdict of one official defender, "but it is the tyranny of the really competent. There is greater chance in the outside world of a man becoming a millionaire than there is in the Civil Service of becoming a £25,000 a year man. We are cursed by security."

While there is so much criticism involving the permanent Civil Service equally with the temporary staff—which are the cause of the "Anti-Waste" pathos—it is just as well to be reminded that there is an obverse side to the medal of security.

A SPANISH FOREIGN LEGION.

For one brief day the Spanish Consulate in Bloomsbury Square was besieged by a crowd which called to mind the early days of the war. The crowd was composed of men eager to go to fight for Spain. Most of the men were unemployed ex-soldiers, young and fit, and there were some ex-officers willing to join the ranks.

But disappointment was experienced. The prospect of service was so pressing that the Consulate doors had to be closed. Later, the Spanish Consul explained the position. All his Government desired was to form two companies of the Foreign Legion. If the men accepted the conditions they would have to find their way to Southampton at their own expense, and thence sail away on a Spanish warship. Enlistment would be in Spain, for it could not be effected in a foreign country. If rejected, they would, it was believed, be sent back to England free of cost to themselves. But this was not clear. The pay offered was three shillings a day, with uniform, equipment and rations. It appeared, after talking with the men, that few knew anything about the kind of service they would be expected to render in Africa, where Spain has a little war on hand. They were mostly men down on their luck, and this seemed to offer adventure, money, and, above all, regular food. Mention of "Foreign Legion" suggests romance; there was none in this.

THE "D.O.T."

I fail to discover any enthusiasm in business circles for the findings of the Committee which has been investigating the staffing of the Overseas Department of the Board of Trade. Compared with the swollen staffs in other directions, the "D.O.T." is a modest Government office. The headquarters establishment in London numbers about 550. There is an establishment of trade commissioners and correspondents scattered throughout the British Dominions numbering 77; and an establishment of commercial counsellors (Mr. H. H. Fox at Shanghai is considered one of the ablest) and secretaries to the number of 50, attached to this.

Diplomatic service abroad. The Committee make a number of recommendations, which may or may not be carried out. Some of these recommendations are comparatively unimportant, and deal with departmental activities in need of re-organization. What really matters is the suggestion that the "D.O.T." should work in closer co-operation with trade associations, such as the Federation of British Industries. The suggested co-operation would take the form of "mutual exchange of information."

But, as a matter of fact, there is an exchange of information as it is. The Federation obtains a good deal of information when it asks for it. On the other hand, it is to be supposed that the Federation will be willing to impart the same information to a Government Department handling trade association. The former cannot discriminate as to what firms shall receive the hint that such and such contracts are coming along; the trade association is looking after the interests of its own members only all the time.

THE PUBLIC SCHOOLS.

Readers abroad who are thinking of sending their boys home to be educated at English public schools will find that the entrance gate is an exceedingly narrow one to-day. The difficulty has become more acute since the close of the war. The fact that fees have been raised 50 and 75 per cent. makes no difference with regard to the numbers clamouring for admission. Applications have increased to such an extent that a boy has a small chance of passing the entrance examination unless he has been coached for at least six months before hand. This, of course, is an expensive matter, but it is being done extensively. I heard the other day of an instance where a father, on making an application in respect of his son for the entrance examination, was informed that there was a vacancy under any circumstances till such. This may be taken as typical of the position generally. Seeing that the entrance examinations are being deliberately made harder every year it is evident that only the really gifted boys will have a chance to obtain a public school education for some years to come. The position of the girls' schools is not quite so bad, but the tendency is in the same direction.

THE NEW ROUTING.

A new departure has been made in the opening of the first club-house for motorists—the first of what it is hoped will be an ever increasing number along the great highways of Great Britain. It is situated at Ham Manor, on the Bath road near Newbury, about 55 miles from London. Another house, dating from Tudor times is prepared for a similar purpose near Tewkesbury. In each case there are extensive gardens, tennis courts, and other amenities calculated to appeal to motorists. This innovation is the outcome of complaints generally made by motorists about overcrowded hotels and excessive charges. Lord Montagu of Beaulieu has headed the movement. If the scheme succeeds financially—as it probably will—many other old country houses, which are coming into the market fairly cheap because their owners are unable to maintain them, will be acquired for the benefit of the motoring community. The present arrangement is that for an annual payment of three guineas motorists can have the full use of any of the club-houses in any part of the country. There is no doubt that the idea is an attractive one, and it should add materially to the pleasure of motor touring. The Bath road has been chosen for its convenience, and before long it is anticipated that there will be a string of these club-houses along that famous highway to the West.

"THE REFUGEE."

Fleet Street is mildly interested in the change of ownership of the popular Sunday newspaper, the Referee. It has been purchased by Mr. Robert Donald, the former editor of the Daily Chronicle, who has bought several papers since he left the office in Salisbury Square. One of his speculations was the war-torn Referee, which he disposed of before it fell on such evil days that it was amalgamated with the Pall Mall Gazette, after losing for its proprietors £1,000 a week for the better part of a year.

The Referee under Mr. Donald will, it is expected, change its political complexion. Founded in the eighties by Mr. Sampson, who used to write the front page article under the pen-name of "Pendragon," the paper was violently Radical; but for many years past it has been a staunch supporter of the Conservative party. There are hopes among Liberals—and many who are in the opposite camp besides—that it will return to its original love politically, for it is a singular circumstance that there is not one independent Liberal newspaper among the "Sundays" which number altogether 15 nowadays.

The distinguishing character of the Referee has always been the numerous signed articles. Mr. G. B. Sims, widely known to Referee readers as "Dagonet," will continue to contribute his weekly comments on men and affairs under the familiar heading of "Mustard and Cream." He has written this article for 45 years—H.B.

FRANCE'S DEBT OF £10,000,000,000.

PAID FOR WAR AND OWING TO ALLIES.

The preamble to the French Budget Bill for 1922 contains the following items:—

A total of approximately 240,000,000,000 francs has been paid out by the Treasury arising out of the war and its consequences.

Internal debt, 229,056,000,000 francs. Foreign debt (at the pre-war value of the franc), 35,288,000,000 francs, made up of commercial debts to the extent of 6,460,000,000 francs, and political debts to Great Britain 13,511,000,000 francs and to the United States 15,288,000 francs. The total public debt is, therefore, 264,344,000,000 francs.

After deducting from this total the outstanding credits due from foreign countries to the amount of 14,000,000,000 francs, there remains an approximate round total debt of 250,000,000,000 francs (210,000,000,000 nominal).

Ordinary expenditure for the year 1922 is estimated at 24,932,000,000 francs, compared with 23,490,000,000 francs for the present year.

The Government proposes to double the tax on business turnover, the yield from which, it is estimated, will be 5,000,000,000 francs.

Economy.

Owing to the quality and concentration of its ingredients, LEA & PERRINS' SAUCE is very economical in use.

A few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of a cheaper sauce fails to give the same satisfaction.



Lea & Perrins
in white, across the red label on every bottle.

NOTICES TO CONSIGNEES

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, COLOMBO AND STRAITS.

THE Steamship

"CARNARVON-HIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd Oct., 1921, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 3rd Oct., 1921, at 10 A.M. Claims against the Steamer, including those for cargo short delivered, must be presented on the special form provided and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

Hongkong, September 29th, 1921. [1501]

NOTICE TO CONSIGNEES.

"SARONIA"

Arrived Hongkong on Sept. 28th, 1921.

FROM ANTWERP, LONDON, PORT SAID, ADEN, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented within ten days of the Steamer's arrival hereafter which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hongkong, September 29th, 1921. [1513]

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.) HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM ROTTERDAM, AMSTERDAM, HAMBURG, GENOA, PORT SAID and MANILA.

THE Steamship

BOERNE having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 5th Oct., 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 4th Oct., 1921, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of the steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-ASIAN LUN, General Agents.

Hongkong, September 29th, 1921. [1515]

It's just as easy to say
JOHNNIE WALKER
as to say "Whisky"
— and much safer

Don't take risks!

When you specify "Johnnie Walker" you get the whisky with the small label and the big reputation.

Guaranteed same Quality throughout the World.

JOHNNIE WALKER "White" Label, Over 5 years old.
JOHNNIE WALKER "Red" Label, Over 10 years old.
JOHNNIE WALKER "Black" Label, Over 12 years old.

To safeguard these ages our policy for the future is the policy of the past. First and foremost, to see that the margin of stocks on sales is always large enough to maintain our unique quality.

To be obtained from the Sole Agents for China: CALDBECK, MACGREGOR & CO., Hongkong, Canton, Shanghai, Tientsin, Peking, etc.

JOHN WALKER & SONS LTD. Scotch Whisky Distillers, Kilmarnock, Scotland.

Born 1850. Still going strong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CHAKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd Oct., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, September 28th, 1921. [1507]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"ATSUTA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before NOON, TO-DAY.

Goods not cleared by 5th Oct., 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on THURSDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, September 29th 1921. [1514]

THE PRINCE OF WALES.

HIS ROYAL HIGHNESS'S STAFF.

A communiqué issued at Simla, states that the following Ruling Princes and members of Ruling Princes' families will be attached to the staff of the Prince of Wales:

The Maharaja of Patiala, Nawab of Bahawalpur, Maharaja of Jodhpur, Maharaja Rana of Dholpur, Maharaja of Dhar, Maharaja of Ratlam, Nawab of Palampur, Raja Sir Hari Singh of Kashmir, Maharaja Kumar of Bikaner and Nawabzada Haji Muhammad Hamidullah Khan of Bhopal.

The Staff of His Royal Highness is the Earl of Cromer, Chief of Staff, Vice-Admiral Sir Lionel Halsey, Comptroller of the Household, Mr. G. F. de Montmorency, Chief Secretary, Colonel R. B. Worgan, Military Secretary, Sir Godfrey Thomas, Private Secretary, Captain Dudley North, Captain the Hon. Piers Legh, and Lieut. the Hon. R. A. A. O'Gilly, Equerry to His Royal Highness, Lieutenant-Colonel F. O'Kinealy, Chief Medical Officer, Lieutenant-Colonel C. O. Harvey, Assistant Secretary, Surgeon, Commander A. C. W. Newport, Personal Medical Officer to His Royal Highness, Mr. D. Petrie, Police Officer, Mr. H. A. F. Metcalfe, Assistant to Chief Secretary, and Captain D. Metcalfe of the 3rd Skinner's Horse, Captain F. S. Pynder of the 7th Gurkha Rifles, and Lieutenant Lord Louis Mountbatten as Aide-de-Camp.

A ROGUE'S FUNERAL.

A VENDETTA BY THE "BLACK HAND."

The plot of a long and exciting story of crime and adventure in the style of the ultra-sensational film came to an end the other day in Naples, when the notorious criminal or ex-criminal, Alberto Alterio, was given a funeral which, to judge from the accounts, was not very much behind that of Cavour in point of magnificence. Alterio, was recently assassinated in New York by the "Black Hand," and his body brought to Naples. For some time he was the leader in New York of a gang known as "The Pilgrims," a rival of the "Black Hand," and an association composed of emigrant and indigenous wrong-doers.

Alterio began his romantic career in Naples, his native city, where he soon rose to be head of the "camorra," but the attentions of the local police interfered with his plans, so he transferred himself to America, where for some time he worked honestly. Later, he founded a "Black Hand" in New York, and became the leader of the notorious band of the "Pilgrims." Alterio by means of blackmail and other more or less shady expedients, succeeded in making himself a very rich man, and what is more, in securing a certain amount of respect for himself in New York. During the more tempestuous part of his career in the American metropolis, he was for some time remorselessly pursued by a patriotic, Perosino, one of the most skillful private detectives in New York. This Perosino gave the leader of the "Pilgrims" endless trouble, and was eventually assassinated in Palermo when over in Europe for some criminal investigations.

In his later years Alterio led a correct life, and by means of philanthropy and general munificence strove to prepare for himself a more or less virtuous old age. But the "Black Hand" never forgave him, and a few weeks ago he was assassinated in New York.

His funeral was most imposing. The religious ceremony was celebrated at the aristocratic church of St. James of Spain. The old criminal was buried in an extravagantly rich coffin, covered with the finest chased silver, and costing hundreds of pounds. Floral tributes covered the hearse, and a vast crowd of people witnessed the funeral. The Press here has protested against the Neapolitan authorities for allowing so extravagant a funeral for a man of such notorious life.

CIVIL SERVICE "CONCHIES."

It is easy to conceive the intense disgust of the many ex-service men still out of work on hearing that a considerable number of conscientious objectors in the Civil Service have been reinstated in their old billets and are now drawing good pay from the country which they refused to defend in its greatest need. Many weird and wonderful things have been done under the aegis of officialdom, but this is surely the pinnacle of perversity. It fell to Mr. E. Hilton Young, as Financial Secretary to the Treasury, to defend the reinstatement of Civil Service "conchies," and thus we had the singular spectacle of a former naval officer with a very distinguished record of war service, endeavouring to justify the conduct of shirkers. It must have been a thankless task, for we could hazard a guess at Mr. Hilton Young's private opinion of these men.

For our part we cannot plumb the mentality of any individual who, whilst condescending to become a salaried servant of the State, is suddenly seized with conscientious scruples when it becomes a question of defending the State against its enemies, and, incidentally, of risking his own skin. Unless we are misinformed, a number of erstwhile conscientious objectors are now back at work in the Admiralty, the War Office, and the Air Ministry—three departments which typify the system of organized violence known as War, which is supposed to be antithetical to the genus "conchy." We hope that something will come of Mr. Young's promise to bring the views expressed by the House to the attention of the Government. If the House were given a fair chance it would certainly denounce preferential treatment to a class that tried to help us lose the war. To give Government pay to one single "conchy," whilst one genuine ex-service man remains unemployed for is a blatant scandal which no official explanations can justify or palliate.—*Naval and Military Record.*

UNDERWOOD TYPEWRITERS

Ribbons &

Carbon Papers



Typewriter Desks

& Accessories.

"The Machine you will eventually buy" Standard Machines up to 26" in stock. Inspection invited.

SOLE AGENTS—

DODWELL & CO., LTD.,
Telephone 1030. Machinery Dept. [1128]



In ancient days they wore amulets

to ward off and harm away danger and disease. The amulet illustrated symbolizes an era of superstition, superseded by the era of science.

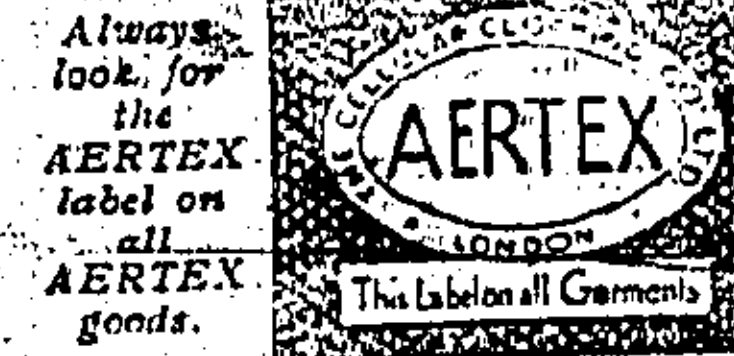
to-day,

the safeguard of science

AERTEX
cellular

UNDERWEAR FOR MEN, WOMEN, and CHILDREN, SHIRTS, SHEETINGS, Etc.

Health is now assured by the observance of elementary principles of right living, selection of diet, choice of clothing etc. The fuller recognition of air's contribution to vitality has secured for AERTEX Cellular Clothing ever increasing popularity. The AERTEX Cellular principle of fabric construction allows for the free circulation of even-temperature air next to the skin, preventing perspiration, and refreshing the tissues with fresh supplies of health-giving oxygen, preventing chills. AERTEX is the ideal wear for warm days. Prove its value to-day.



SOLD BY ALL HIGH GRADE OUTFITTERS.

Wholesale only: The Cellular Clothing Co., Ltd., Fore Street, London, E.C.2, England.

If you are worried about the condition of your hair, if it is weak, impoverished, falling out, or affected with scurf, dryness, or over-greyness, do as millions of others (both men and women) have done and try "Harlene Hair-Drill"—the delightful toilet exercise and unfailing remedy for all hair-health defects.

new sparkle and freshness revivifying the hair, and all the lost light and shade, as well as the delicate tints of the hair, which have been dulled down, will reawaken, and your hair will rapidly take on a new lease of life and beauty.

"HARLENE" FOR MEN ALSO.

Men, too, find that "Harlene" prevents

A short course of Hair-Drill will quickly convince you of the wonderful benefits to be derived from its daily practice, and the opportunity is freely offered to you in the unique Four-Fold Gift Outfit described below.

HERE IS THE 4-FOLD GIFT.

1. A Bottle of "Harlene," the true liquid food and tonic for the hair.
2. A Packet of "Cremex" Shampoo Powder, which prepares the head for "Hair-Drill."
3. A Bottle of "Ucon" Brilliantine, which gives a final touch of beauty to the hair.
4. A copy of the new edition of the "Hair-Drill" Manual.

Write in the first place for one of the 1,000,000 "Harlene Hair-Drill" Outfits, and for its efficacy, for yourself free of personal expense. Send only 6 stamps in stamps to cover cost of postage and packing.

MILLIONS PRACTISE "HAIR-DRILL."

Millions of men and women now practise "Harlene Hair-Drill" daily. They have tested and proved that this unique preparation, "Harlene," and its agreeable method of application, "Hair-Drill," is the surest way to overcome all hair defects, and that it is also the easiest way to ensure the perfect growth of long, silky, beautiful hair in abundance, glossy and bright.

"HARLENE" MAKES ALL THE DIFFERENCE.

In the course of a few days you will find every strand of your hair waking up to new vitality and new strength—you will find a



All classes of Society are now regularly practising "Harlene Hair-Drill." Men in both Army and Navy, and in Home, Nurses, Factory Workers—indeed, all classes are able to benefit the "100-fold effect" of "Harlene." Everyone is invited to try the "Four-Fold Gift Outfit" in this advertisement. Simply send your name and address with the coupon below and by return you will receive, without any charge or obligation the complete "Harlene Hair-Drill" Outfit, fully described in this advertisement.

Scalp Irritation, Dryness, and a tendency to Baldness. It is no exaggeration to say that millions of men and women in all walks of life, practise the refreshing and beneficial "Hair-Drill" daily, and so preserve hair-health and beauty.

When you have enjoyed your hair-bathing experiments you can obtain further supplies of "Harlene" and "Cremex" Shampoo Powder from all Bazaars and Drug Stores throughout India.

Any or all of the preparations will be sent on receipt of 6 stamps extra for postage direct from Edwards' Harlene, Limited, 20, 21, 22, and 23, Lamb's Conduit Street, London, W.C.1. (Foreign orders, Carriage extra on foreign orders.) Cheques and P.O.'s should be crossed.

FREE GIFT COUPON

Post to Edwards' Harlene, Ltd., 20, 21, 22 and 23, Lamb's Conduit Street, London, W.C.1, England.

Dear Sirs,—Please send me four free "Harlene" Four-Fold Gift Outfits as described above. I enclose 6 stamps for postage to any part of the world. (Foreign stamps accepted.)

NOTE TO READER.

Write your full name and address clearly on a plain piece of paper, paste this coupon to it, and post as directed above.

TAKE CARE OF YOUR HAIR

ADOPT THE POPULAR AND BENEFICIAL "HARLENE HAIR-DRILL."

1,000,000 Complete HAIR-DRILL Outfits Free to Readers.

Hongkong Daily Press.

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON via Suez
s.s. "KENDAL CASTLE" ... sailing on or about 1st Oct.
s.s. "WRAY CASTLE" ... sailing about 8th Nov.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

s.s. "PERSIA" ... sailing 2nd half of October.

FOR SHANGHAI

s.s. "PERSIA" ... sailing on or about 13th October
Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

Sailing from Colombo to South African Ports:—
s.s. "UMVOLOSI" ... sailing on or about 30th Sept. from Colombo
s.s. "UMONA" ... sailing the beginning of Sept.
SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents.

N. Y. K.**NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KASHIMA MARU (Nagasaki direct) ... Saturday, 1st Oct., at 11 a.m.
SUWA MARU (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.
FUSHIMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.
KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang Colombo, Suez and Port Said

INABA MARU ... Saturday, 1st Oct., at 10 a.m.
KAMO MARU ... Friday, 14th Oct., at 11 a.m.
IYO MARU ... Friday, 28th Oct., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

MITO MARU ... Saturday, 32nd October.
MATSUYE MARU ... End of November.

LIVERPOOL & GLASGOW via MARSEILLES.

LEBON MARU ... Monday, 2nd Oct.
KAMAKURA MARU ... Beginning of December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 18th Oct., at 11 a.m.
AKI MARU ... Tuesday, 15th Nov., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

DURBAN MARU ... Thursday, 30th Oct.

NEW YORK via SUEZ.

RANGOON MARU ... End of Oct.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

KAWACHI MARU ... Middle of November.

BOMBAY via Singapore, Penang and Colombo.

TATSUNO MARU ... Friday, 3rd Sept.

AKITA MARU ... Monday, 17th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

BENTEN MARU ... Sunday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 14th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU (calling Nagasaki) ... Wednesday, 13th Oct.

KIRIN MARU (omitting Shanghai) ... Wednesday, 13th Oct.

SHIDZUKA MARU ... Friday, 14th Oct., at 11 a.m.

KAGA MARU ... Friday, 28th Oct., at 11 a.m.

For further information apply to:— **NIPPON YUSEN KAISHA**

K. H. KAMEI, Manager.

Telephone Nos. 229 & 233.

By Special Appointment To H.M. The King of Siam.

**HOTEL ROYAL**

BANGKOK, Siam.

FIRST-CLASS FAMILY & COMMERCIAL HOTEL, Situated in the finest part of the town, and within easy reach of shopping and business centres, station and steamers. Splendid accommodation. Good Service. Excellent cuisine. Charges moderate. Special terms for stays of one month or longer periods. Motor Car & Carriage on hire.

Telegram Add.:—HOTEL ROYAL.

MADAME A. STARO,
Proprietress.

1408

"WHERE ARE WE DRIFTING?"

M.P.'S CALL TO LABOUR.

A manifesto, headed "A Call to Labour," addressed to trade unionists, and bearing the signatures of the following members of Parliament, was issued on August 18th:—

Mr. G. N. Barnes, Mr. G. H. Roberts, Mr. J. Havelock Wilson, Mr. Seddon, Mr. J. F. Green, Mr. Jesson, Mr. A. C. Edwards, Captain Loseby, Captain Gee, Y. C. H. Burn, Captain Bagley, Mr. Jephcott, Major J. Edwards, Mr. Kenyon, and Sir Fortescue Flannery.

The following are extracts from the manifesto:—
The war is over. We are now in the midst of a struggle of ideas having as their area the trade union movement. This struggle is fraught with serious consequences to every inhabitant of this One of the greatest paradoxes of the time is that owing to the activity of a small minority within the trade union movement the word trade which is far from being desired by the rank and file. It is made to appear that everyone who owns a trade union card is in favour, at least, of the socialization of the means of production and exchange—in other words, an economic revolution.

The drift from the true purpose of trade unionism in the sense in which it is accepted by most of the rank and file became pronounced last year, when on a political issue the Trades Union Congress, in conjunction with the Labour Party, passed resolutions in favour of setting up a council of action armed with authority to instruct its members to adopt a "down tools" policy—for purely political purposes. This meant a challenge to the whole constitution of the country.

To-day's opinions are represented by the following quotations from papers which speak for the minority who are not out for sectarian political ends:—

"One of the places where the class struggle finds sharpest expression is in the workshop. A constant fight is here being waged between the boss and the workers," says the *Worker* (August 6th, 1931).

The *Communist* (July 29th, 1931) observes: "Permanency and stability can only be given to left wing movements by co-ordination and a wider programme. That is what the Red Trade Union International will provide in Britain. It will work through these left wing movements, remaining always inside the unions and not splitting them, and before long there will be great changes in the British Trade Union Movement!"

"THE ABILITY TYPE."

Never has the futility of prolonged strike action been more glaringly manifest than it was over the long and unhappy stoppage of the mine workers. And never before was the danger of the firebrand more clearly exhibited. Frank Hodges, secretary of the Miners' Federation of Great Britain, made these admissions in an article he wrote for the *South Wales News* (July 5th):—

"I say it with certain knowledge of the facts, that the Ability type (Mr. Ablett is a member of the National Executive representing the South Wales area) was responsible for prolonging the stoppage, and for much of the misery which has been and is yet to be endured by our own people. Everything goes to prove that we could have secured a better wage settlement then (March 1st) than we have got now. Who stood in the way? The Ability type."

The Triple Alliance proved ineffective for trade union purposes. For half a century those whom we honour toiled and suffered to secure the power of collective bargaining for their fellow-workers. The fruits of their past labours are to-day's bread-and-butter facts. The verbal conjuring tricks of extremists fade away like smoke, while the work of the trade union pioneers remains a substantial fact. Their victory was the right to strike, and collective bargaining the seal and sign that men and women are mere chattels to be bought and sold.

Fellow-workers, better days are possible. It all depends upon your "jumping-off" place. The starting point of a new social energy is by the development of new relations between men. Not by destroying, abolishing, or violently transferring wealth from one class to another, can you advance your welfare, even though it were possible to do this. What has to be done is to enlarge the circle of consumers, and consequently increase production and open a wide road by putting capital and the instruments of labour within the reach of every man offering a guarantee of good will and capacity.

LOSSES FROM STRIKES.

Where are we drifting? There were 37 million days lost last year by industrial stoppage, against 27 million days the year before. Up to July of this year the total of 70 millions was caused by the miners' dispute alone. But the figures of direct loss give only a faint idea of the total. The moulders' strike meant the compulsory idleness of many thousands outside of the moulders' ranks; the ship joiners' strike has meant unemployment of engineers and shipwrights and other workers. Disputes in the long run can be satisfactorily settled only by examination of facts, with due regard to community interests and always remembering that the prosperity of any section can only be permanently secured in the prosperity of the community as a whole. The great majority of strikes could be settled just as well or better without any stoppage of work at all if there was an honest desire for settlement.

Fellow-workers, most of the money you subscribe for specific trade union objects is being diverted to political ends. We want co-operation, not class war. We want arbitration, not anarchy. We desire to see a true sense of citizenship that gives to each freedom of choice in religion and politics, and a personal value in national well being.

IN AWFUL PAIN CUTICURA HEALED

Children's Faces Disfigured With Breaking Out.

"My two children's faces were terribly disfigured with a breaking out which spread and covered their backs. It was most irritating, causing them to be in awful pain. I saw an advertisement for Cuticura Soap and Ointment and got them at once. Now both are perfectly healed." (Signed) Mrs. W. Rouse, 55, Westgate Rd., Southam, London, S.W. 16, Eng.

See 1st, Ointment 1s. 6d. and 2nd, 3rd, 4th, Sold by all Chemists and Druggists. 10s. 6d. per box. Cuticura Soap 6s. 6d. per box. Cuticura Ointment 1s. 6d. per box. Cuticura Soap and Ointment 10s. 6d. per box. Cuticura Soap and Ointment 10s. 6d. per box.

For Sale

COLLECTION OF

YATES

GARDEN SEEDS

In time containing enough Seeds to plant a moderate sized garden.

At 3/6 per tin.

GRACA & CO.

No. 10, WYNDHAM STREET

HONGKONG.

P.O. Box 620.

FOR SALE

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GARDEN SEEDS

In time containing enough Seeds to plant a moderate sized garden.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW ... "FOOSHING" ... Sun., 2nd Oct., 11 a.m.
SHANGHAI via FOOSHING ... "CHYRANG" ... Mon., 3rd Oct., 4 p.m.
SAIGON via HULHOW ... "LOKSANG" ... Tues., 4th Oct., 8 a.m.
SANDAKAN ... "HINSANG" ... Wed., 5th Oct., Noon.
SINGAPORE & TIENTSIN via SWATOW ... "WAISHING" ... Wed., 5th Oct., Noon.
MANILA ... "YUENSANG" ... Fri., 7th Oct., 3 p.m.
STRAITS & CALCUTTA ... "LAISANG" ... Sat., 8th Oct., 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAI PHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers s.s. "HINSANG" and s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

RAJCOCK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

s.s. "LAISANG" will be despatched on, or about Saturday, 8th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS:

Vessel ... S.S. "PEMBROKESHIRE" ... Dae Hongkong
S.S. "GLENIFFER" ... 20th Oct.
M.V. "GLENLYN" ... 23rd Oct.
M.V. "GLENOGLE" ... 26th Nov.

HOMEWARDS:

Vessel ... M.V. "GLENAPPLE" ... Leaves Hongkong
S.S. "GLENLYN" ... 13th Oct. GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER" ... 3rd Nov. LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENOGLE" ... 23rd Nov. GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., Agents.

Telephone No. 215, sub-ex. 23 and 3636.

Cable Address

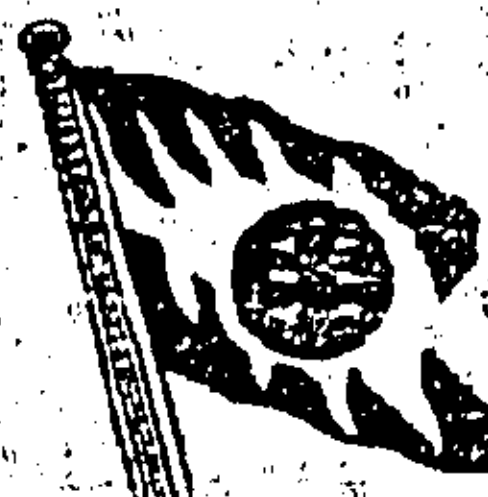
Kawasaki, Kobe.

Bentley's A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Bankmanly

2844, 2932.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. M. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, BUND KOWA.

27

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to NARA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.
JAPAN CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM, HAMBURG & GLASGOW

S.S. "KENTUCKY" ... 4th Oct.

GENOA LONDON & ROTTERDAM

S.S. "CITY OF PEKIN" ... 29th Oct.

LONDON, ROTTERDAM & HAMBURG

S.S. "CITY OF DUBLIN" ... 12th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to Messrs. & Co. CARRON.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.
AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

"HUBYMACHUS"	via Suez Canal	12th Oct.
"CITY OF ADELAIDE"	via Suez Canal	1st Nov.
"TYDEUS"	via Suez Canal	18th Nov.
"KANBAR"	via Suez Canal	17th Nov.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, REISS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destinations, Steamers & Despatch, Sailing Dates

HONGKONG, KUEI & YOKOHAMA	"ANDRE LEBON"	21,000	On or about 7th Oct.
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MARSEILLES via HALL- PHONG, HANOI, SINGAPORE, YEN- ANG, COLOMBO, SIBOUT, SUEZ & PORT SAID.	ARMAND BHEIO	11,000	On or about 22nd Oct.
	"ANDRE LEBON"	22,000	During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSHER,
Agent,
Queen's Building.

Telephone 745

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILONG"	Capt. W. Cooper	FRIDAY, Oct. 7th, at 2 P.M.
"HAIHONG"	Capt. W. C. Farnmore	TUESDAY, Oct. 11th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

[NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (approx)	Destination
"KHYA"	9,000	15th Oct.	Marseilles, London & Antwerp
"DUNERA"	5,400	18th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	8,900	18th Oct.	Marseilles, London & Antwerp
"KARNATA"	9,000	11th Nov.	Marseilles, London & Antwerp
"NANZA"	7,000	26th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - A CAR SAILINGS (South)

"TAKADA" | 7,000 | 24th Oct. | Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong	Destination
"ARAFURA"	6,000	17th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	14th Nov.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong	Destination
"DUNERA"	5,400	15th Oct.	Shanghai only.
"KARNATA"	9,000	18th Oct.	Shanghai and Japan.
"TORILLA"	5,300	10th Oct.	Shanghai and Japan.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON sailing at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Freight Rates, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

[1]

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and For. Cal.

"ALTAI MARU" ... Wednesday, 6th Oct.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &

CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 11th Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"KASADO MARU" (Passenger Service) ... Wednesday, 24th Oct.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly

PASSENGER SERVICE.

"KISHU MARU" ... Saturday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand (and

Pacific Islands).

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

via Shanghai and Osaka—Regular fortnightly PASSENGER service branching at

intermediate ports to Japan and taking cargo to OVERLAND PORTS U.S.A. in

connection with Chicago Milwaukee and St. Paul Railway.

"ABARIA MARU" ... Sunday, 2nd Oct.

"ARIZONA MARU" ... Thursday, 20th Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,

Panama and Colon Ports.

"HONOLULU MARU" ... Friday, 14th Oct.

NEW ORLEANS LINE via SUEZ.

"BORNEO MARU" ... Friday, 31st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"BURMA MARU" ... Wednesday, 28th Sept.

"ATLAS MARU" ... Saturday, 16th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation

for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 2nd Oct.

TAKAO via SWATOW & AMOY

"BOHAI MARU" ... Sunday, 16th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 144 & 745 [20]

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ball
SHANGHAI & TIENTSIN	"YINGCHOW"	On 1st Oct.	4 P.M.
SHANGHAI	"SUICHOW"	On 2nd Oct.	4 P.M.
SHANGHAI, FAKHOI & HONGKONG	"KAIPOH"	On 2nd Oct.	5 A.M.
SWATOW & SINGAPORE	"HONGKOW"	On 2nd Oct.	10 A.M.
CHERPOO & TIENTSIN	"SUICHOW"	On 3rd Oct.	4 P.M.
SWATOW & BANGKOK	"KWANGCHOW"	On 4th Oct.	10 A.M.
SWATOW & HANGHAI	"SZECHUEN"	On 4th Oct.	Noon.
SHANGHAI	"SUNNING"	On 6th Oct.	Noon.
SHANGHAI & TIENTSIN	"SHANSHI"	On 8th Oct.	4 P.M.
NEWHONG & TIENTSIN	"CHINKIANG"	On 9th Oct.	4 P.M.
SWATOW & SHANGHAI	"SINKIANG"	On 11th Oct.	Noon.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO.
Excellent Saloon accommodation. Amplest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

CORPUS 24.



Operating the following T.A. Shipping Lines:

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th

(Calling Shanghai & Japan Ports)

From Hongkong Arrive Seattle

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th.

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st 10 A.M. ... Oct. 23rd Arrive San Francisco

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "COAST" Oct. 15th.

S.S. "MONTAGUE" Nov. 11th.

S.S. "ABERDEEN" Dec. 7th.

Through Bills of Lading issued to Overland Japanese ports.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Mansions. [7]

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADABETTA" Sailing Sept. 29th.

S.S. "LAKE ONAWA" Sailing Oct. 16th.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Hotel Mansions, Telephone 2477 & 2478.

Passenger Office, Queen's Building, 2, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399,

POST OFFICE NOTICE.

Parcel Post Service to Posh and places beyond Nanning is temporarily suspended.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI ...	Suez ...	1st inst.
EUROPE via Suez (Letters only) ...	Dunera ...	5th inst.
London via Suez ...	Kirin Maru ...	11th inst.
STRAITS and CALCUTTA ...		

OUTWARD MAILS.

FOR	PER	DATE
Shanghai, North China, Japan, Honolulu, Canada, U.S.A., Central and South America, U.S.A. via SAN FRANCISCO	Hawley State ...	Saturday, 1st, 8.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanshodhi, Egypt, & EUROPE via MARSEILLES	Inaba Maru ...	Saturday, 1st, 8.30 A.M.
Japan, Canada, U.S.A., Central and South America, U.S.A. via VICTORIA, B.C.	Kashima Maru ...	Saturday, 1st, 8.45 A.M.
Keelung, Shanghai, North China, U.S.A., Central and South America, U.S.A. via VICTORIA, B.C.	Shinyo Maru ...	Saturday, 1st, 9.00 A.M.
Bangkok ...	Phanamsud ...	Saturday, 1st, Noon
Haitow and Haiphong ...	Italian ...	Saturday, 1st, Noon
Sigon, Straits and Bangkok ...	Kishu Maru ...	Saturday, 1st, 1.00 P.M.
Sigon and North China ...	Yangchow ...	Saturday, 1st, 3.00 P.M.
Honolulu ...	Schodok ...	Saturday, 1st, 4.00 P.M.
Philippine Islands ...	Kendal Castle ...	Saturday, 1st, 4.00 P.M.
Shanghai, N. China, Dairen, Japan, and VICTORIA B.C.	Arabia Maru ...	Saturday, 1st, 5.00 P.M.
Qionghou ...	Xue Ying Wa ...	Saturday, 1st, 5.00 P.M.
Swatow, Amoy and Keelung ...	Fooking ...	Saturday, 1st, 5.00 P.M.
Shanghai, and North China ...	Kayong ...	Saturday, 1st, 5.00 P.M.
Haitow, Fakhel and Haiphong ...	Hong Hua ...	Saturday, 1st, 5.00 P.M.
Amoy ...		
Swatow, Amoy and Keelung ...	Amakusa Maru ...	Sunday, 2nd, 9.00 A.M.
Swatow, Straits and Bangkok ...	Liangchow ...	Sunday, 2nd, 9.00 A.M.
Samahni and Wuchow ...	Tai Ming ...	Sunday, 2nd, 1.00 P.M.
Haiphong ...	Fookchow ...	Monday, 3rd, 9.00 A.M.
Straits and Bangkok ...	Lake Fielding ...	Monday, 3rd, 2.00 P.M.
Swatow, and North China ...	Choyang ...	Monday, 3rd, 3.00 P.M.
Fookchow, and North China ...	Huichow ...	Monday, 3rd, 3.00 P.M.
Swatow and Haiphong ...	Hydrangea ...	Monday, 3rd, 3.30 P.M.
Swatow and Bangkok ...	Lokang ...	Monday, 3rd, 4.00 P.M.
Swatow, and North China ...	Kwangchow ...	Tuesday, 4th, 9.00 A.M.
Swatow and Haiphong ...	Swatow ...	Tuesday, 4th, 11.00 A.M.
Swatow, and North China ...	Waishan ...	Wednesday, 5th, 10.00 A.M.
Swatow and Haiphong ...	Himang ...	Wednesday, 5th, 10.00 A.M.
Swatow, and North China ...	Golden State ...	Wednesday, 5th, 9.45 A.M.
Swatow and Haiphong ...		Letters ... 10.30 A.M.
Swatow, Amoy and Fookchow ...	Swatow ...	Thursday, 6th, 11.00 A.M.
Philippine Islands ...	Hai Loong ...	Friday, 7th, 4.00 P.M.
Amoy, and Philippine Islands ...	Yuenang ...	Friday, 7th, 3.00 P.M.
Straits, Bangkok, Calcutta and Aden ...	Tameng ...	Saturday, 8th, 2.00 P.M.
Swatow, and North China ...	Lansing ...	Saturday, 8th, 3.00 P.M.
Swatow and Haiphong ...	Shang ...	Sunday, 9th, 3.00 P.M.
Swatow, and North China ...	Chinkiang ...	Sunday, 9th, 11.00 A.M.
Swatow and Haiphong ...	Swatow ...	Tuesday, 11th, 1.00 P.M.
Swatow, Amoy, and Fookchow ...	Haiphong ...	Tuesday, 11th, 1.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

PYRRHUS	11th Oct.	London, Amsterdam & Antwerp.
TITAN	25th Oct.	London, Amsterdam & Antwerp.
RHEUS	8th Nov.	London, Amsterdam & Antwerp.
MENTOR	15th Nov.	London, Amsterdam & Antwerp.
MACHAON	22nd Nov.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"THESEUS"	3rd Oct.	Havre & Liverpool.
"EUMAEUS"	10th Oct.	Genoa, Marseilles & Liverpool.
"TELEMACHUS"	18th Oct.	Rotterdam & Liverpool.
"ANTIOCHUS"	1st Nov.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TYNDAREUS"	5th Oct.	Victoria, Seattle & Vancouver.
"PROTESILAUS"	2nd Nov.	Victoria, Seattle & Vancouver.
"IXION"	23rd Nov.	

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"EURYMACHUS"	19th Oct.	via Suez
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PASSENGER SERVICE

"PYRRHUS"	11th Oct.	for Singapore & London.
"MENTOR"	30th Oct.	for Shanghai.
"MENTOR"	15th Nov.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE AGENTS.

XMAS GIFTS

It is time now to send your Xmas presents home. If you want to do so, call at the undersigned and inspect their new stock of novelties. Everything they carry is suitable for this purpose.

XMAS SALE NOW ON

For 15 days only.

From 1st. to 15th. October, 1921.

EXCEPTIONAL BARGAINS

Come now! Come early!! Don't miss the opportunity!!!

SWATOW DRAWN WORK CO.,

14, Des Vaux Rd., Central, Phone No. 2860.

733]

COMMERCIAL OPENING QUOTATIONS.

September 30th.

On London.—
Telegraphic Transfer ... 1/11
Bank Bills, on demand ... 1/11
Bank Bills, at 30 days sight ... 1/11
Bank Bills, at 4 months sight ... 1/11
Ore, at 4 months sight ... 1/11
Documentary Bills, 4 months sight ... 1/11

On Paris.—
Bank Bills, on demand ... 1/11
Ore, at 4 months sight ... 1/11

On New York.—
Bank Bills, on demand ... 1/11
Ore, at 60 days sight ... 1/11

On Bombay.—
Telegraphic Transfer ... 200
Bank Bills, on demand ... 200

On Calcutta.—
Telegraphic Transfer ... 200
Bank Bills, on demand ... 200

On Shanghai.—
Bank Bills, at sight ... 200
Private, 30 days sight ... 200

On Yokohama.—
On demand—Pecuniary ... 115
On demand—Pecuniary ... 115

On Batavia.—
On demand—Pecuniary ... 170
On demand—Pecuniary ... 170

On Haiphong.—
On demand—Pecuniary ... 712
On demand—Pecuniary ... 712

On Saigon.—
On demand—Pecuniary ... 6.65 n.
Gold Leaf, 100 fine, per tael ... 48
Bar Silver per oz. ... 48 1/2

Hongkong ... 10 cents place ... 0.40 Premium.
Hongkong ... 20 " ... 0.80 Discount.
Canton ... 30 " ... 14.85
Canton ... 40 " ... 0.00

Per cent.
Hongkong ... 10 cents place ... 0.40 Premium.
Hongkong ... 20 " ... 0.80 Discount.
Canton ... 30 " ... 14.85
Canton ... 40 " ... 0.00

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital ... \$15,000,000
Reserve Funds ... \$15,000,000
Sterling ... \$2,500,000
Silver ... \$21,500,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:
G. T. M. EDWARDS, Esq., Chairman.
G. M. DODD, Esq., Deputy Chairman.
A. S. GIBNEY, Esq., W. L. PATTERSON, Esq.,
Hon. Mr. P. H. HOLYOAK, J. A. PLUMMER, Esq.,
A. O. LANG, Esq., H. P. WHITE, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARKER, Esq.
Manager: Shanghai—G. H. STOTT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARIS BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, July 13th, 1921. [8]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. STEPHEN,
Chief Manager.
Hongkong, December 23rd, 1920. [9]

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... £3,000,000
Reserve Fund ... £3,000,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.
Hongkong, March 30th, 1921. [50]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ... F. 100,000,000 23,333,333
Paid-up Capital ... F. 80,000,000 23,886,666
Reserve Fund ... F. 18,979,240 21,561,604
Special Reserve ... F. 40,160,000 23,246,667

Head Office—Amsterdam.

Branches at:
The Hague—Rotterdam.

Head Agency—Batavia.

BRANCHES—
Bandjermasin Macassar Singapore
Bandong Medan Soerabaja
Banyuwangi Palembang (Solo)
Calcutta Padang Teluk Ting
Cebu Palangra (Deli)
Djember Pontianak Tegep
Djakarta Rangoon Teluk Betong
Kobe Samarang Tientsin
Langsa Shanghai Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

LONDON BANKERS—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSEKAMP,
Acting Manager.
Hongkong, September 2nd, 1921. [1928]

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE.

15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,100,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Madras Shanghai
Canton Hankow New York
Colon Kandy Penang
Dacca Karachi
Galle Kotschess Fort Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Manager.
7, Queen's Road Central,
Hongkong, April 30th, 1921. [48]

BANQUE DE L'INDO-CHINE (FRENCH BANK).

HEAD OFFICE: 15bis Rue La Fayette, Paris.

Subscribed Capital ... Frs. 72,000,000.00
Paid-up Capital ... Frs. 65,400,000.00
Reserve Funds ... Frs. 9,597,206.54

BRANCHES:
Bangkok Hongkong Saigon
Batavia Hankow Shanghai
Canton Kanton Singapore
Djibouti Papeete Tientsin
Haiphong Peking Yunnan
Hanoi Pondichery

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.
Hongkong, July 12th, 1921. [66]

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG.

Established 1919.

AUTHORIZED CAPITAL ... \$10,000,000.00
PAID-UP CAPITAL ... 5,000,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman,
Mr. Chow Shon Son, Mr. Kan Yung Po,
Mr. Li Koon Chua, Mr. Mok Ching Kong,
Mr. Pang Ping Shan, Mr. Wong Yung Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shuk,
Mr. Ng Chang Luk, Mr. Kan Chin Nam.

Chief Manager ... Mr. Kan Tung Po,
Asst. Manager ... Mr. Li Tai-Fong.

BRANCHES & AGENCIES:—
LONDON, PARIS, NEW YORK,
SHANGHAI, SAN FRANCISCO,
HONGKONG, KOBÉ,
YOKOHAMA,
NAGASAKI,
SAIGON,
SINGAPORE,
PENANG,
TIENTSIN,
HANKOW,
MANILA,
BATAVIA,
SAMARANG,
CALCUTTA,
BOMBAY.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of two per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 4 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.
Hongkong, September 1st, 1921. [81]

THE BANK OF CHINA.

行銀國中

Specialized authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital ... \$50,000,000.00
Paid-up Capital ... 12,279,800.00
Reserve Funds ... 8,607,678.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company—New York.

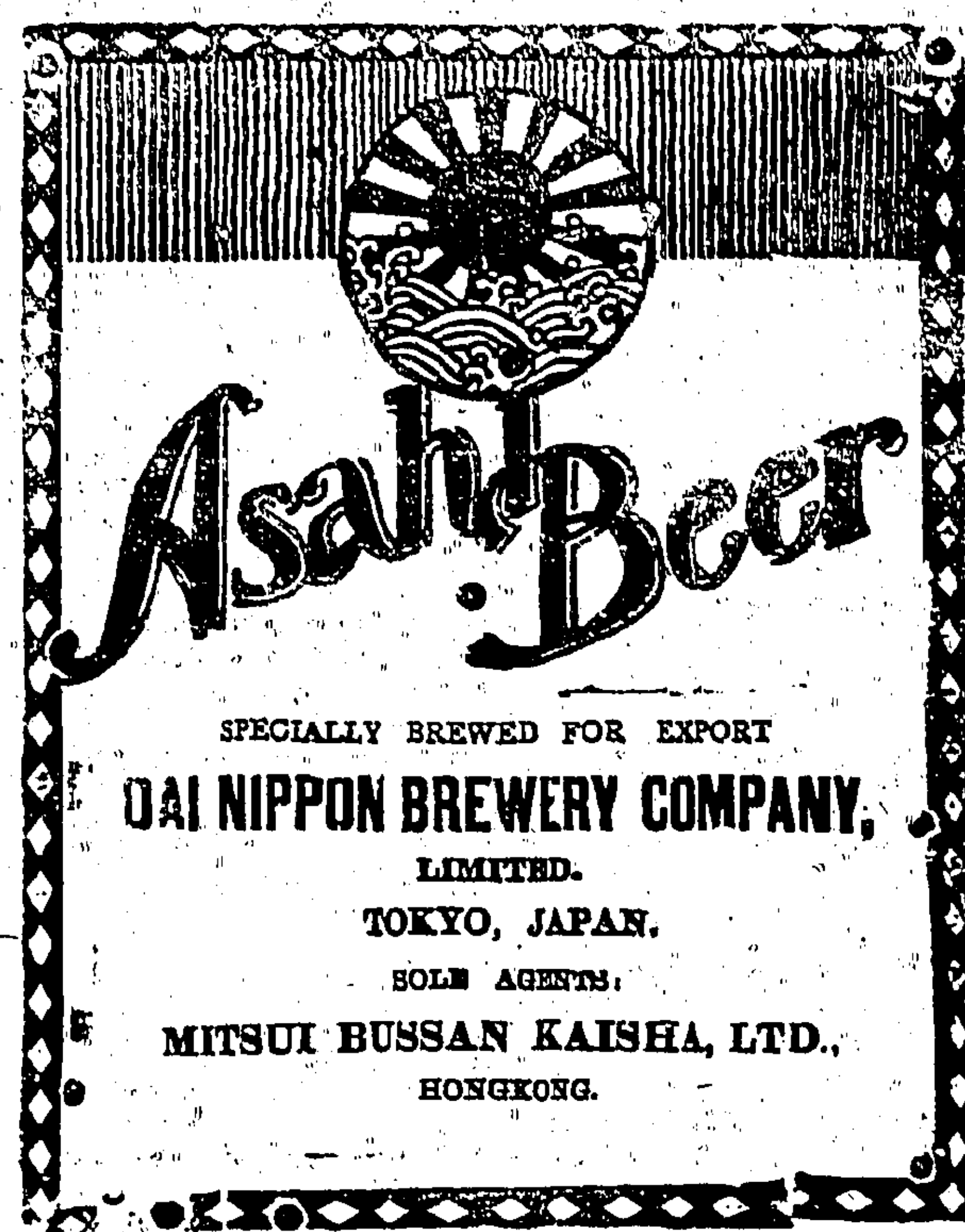
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchanges.

TSUEN FEEI,
Manager.
Hongkong, September 2nd, 1921. [82]



SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY COMPANY, LIMITED.

TOKYO, JAPAN.

SOLE AGENTS:

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-Deli Direct.

27th September

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents. 79

ASIA BANKING CORPORATION

(AN AMERICAN BANK.)

Capital ... U.S. \$4,000,000
Surplus, over ... U.S. \$2,000,000

HEAD OFFICE: NEW YORK

BRANCH: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHEANGSHA, PEKING, SINGAPORE.

C. E. SMITH,
Acting Manager.

THE BANK OF TAIWAN, Limited.

(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... 45,000,000
Reserve Funds ... 9,680,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, etc.
FORMOSA—Keelung, Kagi, Karmu, Keelung, Makung, Nanku, Pusan, Shinshiki, Tientsin, Tainan, Takow, Tamsui, Toiyue, etc.

CHINA—Shanghai, Hankow, Kiating, Amoy, Fookchow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTY WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centers in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch India, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.
HONGKONG BRANCH:
8, Des Vaux Road Central,
Hongkong, September 1st 1920. [74]

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE
St. George's Building, HONGKONG.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager ... Mr. L. S. HOLM.
Asst. Manager ... Mr. K. T. WONG.
Hongkong Manager ... Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent., and 6 per cent., respectively.

L. S. HOLM,
Chief Manager.
Hongkong, October 2nd, 1920. [119]

Printed and Published by HENRY ANDERSON, for the HONGKONG DAILY PRESS, Ltd., at 10A, Des Vaux Road Central, Victoria Hongkong. London Office 131, Fleet Street E.C.